CITY OF KIRKLAND CAPITAL IMPROVEMENT PROGRAM 2019 TO 2024

| PROJECT # | NMC0980000 |
|--------------------|--------------|
| DEPARTMENT | Public Works |
| DEPARTMENT CONTACT | Rod Steitzer |

| PROJECT | KIRKLAND AVENUE SIDEWALK | , | | |
|----------|---|-----|-------------|------------------|
| TITLE | | | | |
| PROJECT | 6th Street S to the Cross Kirkland Corridor | PRO | OJECT START | PROJECT STATUS |
| LOCATION | | | 2022 | Modified Project |

DESCRIPTION/JUSTIFICATION

Construct approximately 400 feet of new sidewalk on the south side of Kirkland Avenue to complete missing segments, providing a continuous walk in support of completing connections to the Cross Kirkland Corridor (CKC).

REASON FOR MODIFICATION (WHERE APPLICABLE)

Project start date moved from 2019 to 2022 due to a re-priortization of available City funds; Total Project costs changed from \$500,000 to \$600,000 based on updated cost estimate including escalation for outer years. Method of Financing modified to reflect new funding percentage.

| COUNCIL GOALS |
|-------------------------|
| Balanced Transportation |
| Public Safety |
| Economic Development |

| METHOD OF FINANCING (% | 6) |
|------------------------|------|
| Current Revenue | 100% |
| Reserve | 0% |
| Grants | 0% |
| Other Sources | 0% |
| Debt | 0% |
| Unfunded | 0% |

| CAPITAL | Prior | | | | | | | 2019-2024 | Future | Total |
|---------------------------------|---------|------|------|------|---------|---------|------|-----------|---------|---------|
| COSTS | Year(s) | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | TOTAL | Year(s) | Project |
| Planning/Design/ Engineering | 0 | 0 | 0 | 0 | 96,000 | 30,000 | 0 | 126,000 | 0 | 126,000 |
| In-House Professional Svcs. | 0 | 0 | 0 | 0 | 36,000 | 15,000 | 0 | 51,000 | 0 | 51,000 |
| Land Acquisition | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 268,000 | 155,000 | 0 | 423,000 | 0 | 423,000 |
| Comp. Hardware/ Software | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Equipment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Services | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 400,000 | 200,000 | 0 | 600,000 | 0 | 600,000 |
| NEW MAINT. AND | | | | | | | | | | |
| OPER. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NEW FTE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

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| CRITERIA | PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY) |
|---|--|
| Amount of public disruption and inconvenience caused | Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction. |
| Community economic impacts | Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses. |
| Health and safety, environmental, aesthetic, or social effects | Provides a separated walking surface for increased safety and access. |
| Responds to an urgent need or opportunity | Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan. |
| Feasibility, including public support and project readiness | Project is desired by the public and is technically feasible. |
| Conforms to legal or contractual obligations | Project will be designed and built to comply with professional and legal requirements. |
| Responds to state and/or federal mandate | N/A |
| Benefits to other capital projects | Completes a segment of the priority one non-motorized network. |
| Implications of deferring the project | Pedestrians will continue to have less opportunity for more direct non-street access to the Cross Kirkland Corridor. |
| CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN | Name of Neighborhood(s) in which located: <i>Moss Bay</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments (Specify) |
| LEVEL OF SERVICE IMPACT | □ Project provides no new capacity (repair, replacement or renovation). ☑ Project provides new capacity. Amount of new capacity provided: New ped/bike amenities □ Project assists in meeting/maintaining adopted level of service. □ Project required to meet concurrency standards. |
| | |